

**From:** Knigge, LaDona

**Sent:** Thursday, October 09, 2014 11:43 AM

**To:** CEQA Guidelines

**Subject:** SB 743 requirement to provide alternative to LOS for evaluation of transportation impacts.

Christopher Calfee, Senior Counsel  
Governor's Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

Dear Mr. Calfee,

I am supportive of SB 743 (Steinberg 2013) that has removed LOS as the criteria for analyzing transportation impacts under CEQA and requires the development of alternative methods of measuring transportation impacts under CEQA. We are well aware of the negative impacts that the use of LOS as measure has had on the development of pedestrian and bicycle modes of transportation and infrastructure in roadway design. Simply put, one of the easiest ways to get a better 'grade' for LOS is to eliminate any infrastructure for pedestrians or bikes. This has created a car-dependency that is not sustainable, healthy or livable.

I encourage the adoption of the VMT metric which take into account trip distance and auto trips generated in environmental analysis, as well as the impacts of transit and safety of other roadway users (pedestrians and bicyclists) as relevant. The delays of pedestrians and bicycles has not been of concern in the past and the lack of infrastructure to support a walkable, bike-able environment is fundamental to healthy, functioning communities.

I agree with sub A, B, B1, B2, B3 and support policies that increase the bicycle and pedestrian infrastructure, create safer environments for pedestrians and bikes and create more walkable communities. I do **not** support policies that result in the removal of bicycle or pedestrian infrastructure that is deemed 'not safe'. Safety concerns should be mitigated by creating safe multimodal infrastructure. Ultimately individuals citizens, rather than vehicles should be of primary concern. Delays to pedestrians and bicyclists have typically not be taken into account when using LOS as the benchmark. This has resulted in the current unsafe, unsustainable and carbon dense roadway environment we have today in California.

Enhancing the pedestrian and bicycle infrastructure with physically separate bicycle and walking paths and creating a more walkable, bike-able environment may slow down vehicle traffic, which is an acceptable tradeoff for a more walkable, bike-able, sustainable environment that reduces greenhouse gas emissions.

Best regards,

LaDona Knigge  
California citizen and voter